

Notices to Mariners and Notices to Shipping broadcast by radio are issued whenever possible to give information on the establishment, or changes in position, of these platforms.

It should be noted that information on the establishment, or change of position, may be received well after a platform is located in a new position, with the result that mariners may expect to encounter them without necessarily receiving prior information.

## Pilotage

**Atlantic Pilotage Authority.**—The Atlantic Pilotage Authority, with its office in Halifax, is responsible for pilotage in Canadian waters in and around the provinces of Nova Scotia, Prince Edward Island, Newfoundland, and New Brunswick, including the waters of Chaleur Bay in the province of Quebec, S of Cap d'Espoir (48°25'N, 64°19'W.). All pilot orders for arrival, departure, and moves are placed through the Atlantic Pilotage Authority Dispatch Office (APA DISPATCH), which can be contacted, as follows:

1. Telephone: 1-877-272-3477 (toll free)  
1-902-426-7610 (INMARSAT)
2. Facsimile: 1-877-745-3477 (toll free)  
1-902-426-7236 (INMARSAT)
3. Telex: 01921500 PILOT HFX
4. E-mail: dispatch@atlanticpilotage.com
5. Website: <http://www.atlanticpilotage.com>

If direct communication is not possible, pilotage requests can be made through any Canadian Coast Guard radio station, with a clear request to "Please forward to Atlantic Pilotage Authority Dispatch, Halifax." The name of the port where the pilot is required should be clearly identified.

**Laurentian Pilotage Authority.**—For all Canadian waters in and around the province of Quebec, N of the seaward entrance to St. Lambert Lock, except the waters of Chaleur Bay, S of Cap d'Espoir, the Laurentian Pilotage Authority, with headquarters in Montreal, is responsible.

The master of every vessel inbound in the Gulf of St. Lawrence and destined for a port W of Les Escoumins must request a pilot through an MCTS Center or the Laurentian Pilotage Authority, as follows:

1. Facsimile: (514) 283-3647
2. E-mail: pilote.mtl@apl.gc.ca

A minimum notice of 24 hours before ETA at the pilot station must be given and a second notice of ETA 12 hours before hand, with final notice 6 hours before ETA. If a ship is arriving from a point W of the Strait of Canso, the Strait of Belle Isle, or Cabot Strait, the master must give first notice 12 hours before ETA, and final notice 6 hours before ETA..

**Great Lakes Pilotage Authority.**—The Great Lakes Pilotage Authority, with its head office in Cornwall, Ontario, is responsible for pilotage in Churchill, Manitoba, and in all Canadian waters S of the seaward entrance to St. Lambert Lock in the province of Quebec, and in the province of Ontario. Local pilotage information is included in the principal descriptions of the ports.

## Vessel Traffic Services (VTS)

The Canadian Coast Guard has amalgamated its Vessel Traffic Services (VTS) and Coast Guard Radio Station (CGRS)

programs into an organization called Marine Communications and Traffic Services (MCTS).

## 1. Introduction

1.1 The purpose of this is to describe to shipboard personnel the procedures to be followed for participation in those Canadian VTS systems which utilize VHF communication networks. Participation in VTS systems is mandatory. Procedures have been developed in accordance with the Vessel Traffic Services Zones Regulations.

1.2 An amendment to the Vessel Traffic Services Zones Regulations now requires a report from vessels of 500 grt or greater, 96 hours and 24 hours prior to entering a VTS Zone and obtain traffic clearance. When the vessel's ETA in Canadian waters is less than 96 hours after the vessel's departure from its previous port of call, the report must be made as soon as practicable.

Reporting requirements shall be as specified in the Vessel Traffic Reporting Systems for the Coastal and Offshore Waters of Canada, section 7.1.1 for Eastern Canada and section 9.1 for Western Canada.

## 2. Application

2.1 The provisions of this Notice apply to:

- (a) every ship 20m or more in length.
- (b) every ship engaged in towing or pushing any vessel or object, other than fishing gear, where:
  - (i) the combined length of the ship and any vessel or object towed or pushed by the ship is 45m or more.
  - (ii) the length of the vessel or object being towed or pushed by the ship is 20m or more in length.

2.2 The provisions of this Notice do not apply in respect of:

- (a) a ship engaged in towing or pushing any vessel or object within a log booming ground.
- (b) a pleasure yacht that is less than 30m in length.
- (c) a fishing vessel that is less than 24m in length and not more than 150 gross tons.

## 3. Responsibility

3.1 There is no intention on the part of the Canadian Coast Guard to attempt to navigate or maneuver ships from a shore station and nothing in this overrides the authority of the master of his responsibility for the safe navigation of his ship. Information passed to the master is intended to assist him in the safe conduct of his ship.

3.2 An MCTS may, under specific circumstances, issue a direction to a ship. A ship shall comply with a direction.

3.3 Notwithstanding section 3.2, the master, pilot or person in charge of the deck watch may take any action that may be required to ensure the safety of life, the ship or any other ship.

3.4 The objective of VTS is to protect the marine environment and to improve the safety and efficiency of traffic movement, by providing the following services:

- (a) A VHF Traffic Information and Advisory service, providing an exchange of relevant traffic and navigational safety information between ships and MCTS centers.
- (b) A Traffic Clearance and Screening service, processing clearance requests from vessels intending to enter, leave, or proceed within Canadian waters.